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[a30-5]

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[a135]

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Hongkong, 12th April, 1911.

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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 31ST, 1911.

THE Government Gazette contains a notice fixing the date for the election of a member of the Sanitary Board in the place of Mr. SHELTON HOOPER, who, as the Government must be well aware, resigned office, in consequence of an erroneous and misleading announcement in the Gazette, which the Government has not taken the trouble—or shall we say, has not had the courage?—to correct. A ample opportunity has been afforded the Government to make the correction, but instead of doing so frankly, statements have been made which, metaphorically speaking, tie up the Government in a knot. Mr. HOOPER, at the last meeting of the Sanitary Board called attention to the fact that the repealing clause preceding a new set of By-Laws relating to Scavenging and Conservancy, as published in the official minutes of the Legislative Council was not in accordance with the clause as it was passed by the Sanitary Board, though the Hon. Colonial Secretary, in moving that the Council approve the By-Laws, said he understood that "they were passed by the Sanitary Board and submitted in the usual form." The COLONIAL SECRETARY was quite correct. According to the printed copy of the By-Laws which was before the Council when it was asked to vote on the question, a copy of which is before us as we write, the clause appeared as it was amended by the Sanitary Board, and it was passed by the Council in that form. The repealing clause, as the Legislative Council passed it, did not contain the words "and at page 480 fo the

Regulations of Hongkong, 1910." The Sanitary Board had deleted these words because, in the first place, the Board deemed them to be unnecessary; and, secondly, because the Regulations are not recognised as "evidence of any act of the Legislative Council or Sanitary Board admissible in a Court of Law." We repeat that the Legislative Council passed the clause as the Sanitary Board had amended it. The resolution before the Council, and in the hands of each member, was printed, and our statement can easily be verified. The clause as it is printed in the official minutes is inaccurate. The words which the Sanitary Board had deleted were re-inserted after the clause as amended by the Sanitary Board had been approved by the Legislative Council. This was not discovered when Mr. HOOPER asked his questions at the last meeting of the Sanitary Board, though it must have been known in the Government Department concerned. The President of the Board had evidently applied to the Colonial Secretary's Office for some of the answers to these questions, for he was able to state definitely that the words were re-inserted by the authority of the Colonial Secretary; and the members of the Sanitary Board were allowed to remain under the wrong impression, derived from the official minutes, that the words had been re-inserted before the By-Laws were approved by the Legislative Council. The matter is further complicated by the fact that these incorrect minutes were confirmed by the Council at its last meeting. No wonder the Government has been shy of making a full public confession! The COLONIAL SECRETARY has been represented as responsible, but as Mr. BARNE is new to the office, no one believes that he himself re-inserted the words, any more than they believe the tampering to have been done by H.E. THE GOVERNOR. Mr. HOOPER, in his letter published a few days ago, wrote: "It is extraordinary and inconceivable to me that the very words struck out by the Sanitary Board were re-inserted by the Colonial Secretary unless he were asked to do so, and as the President of the Board denies that he was a party to it. Who did so? And why?" It looks like government by junior officials. Doubtless the Unofficial Members of the Legislative Council will have something to say about Government officials altering the wording of the Council's resolutions, but meanwhile the Government's duty in regard to the notification of a Sanitary Board election is obvious. An explanation and an expression of regret is due from the Government to the Sanitary Board, as well as to the Legislative Council. The incorrect minutes should be cancelled by formal resolution of the Legislative Council, and Mr. SHELTON HOOPER, who has resigned his seat on the Sanitary Board under the misapprehension that the Legislative Council had unwittingly passed a resolution in conflict with a decision of the Sanitary Board, should be asked to reconsider and, if the circumstances, withdraw his resignation. There is wide public sympathy with Mr. HOOPER's action, and we are quite sure it will be strengthened by the revelations we have made in this article. Whatever course the Government may take, we think we can safely predict that Mr. HOOPER will return to his seat on the Sanitary Board. The Colony appreciates the good work he has done on the Board during the past five and a half years, and it is generally recognised that it would be very difficult to find in the community another man to take his place so well qualified by knowledge and experience of the work of the Board and so ready to devote the time necessary to an intelligent discharge of the duties of the position. With certainty can it be said that, failing the Government's public disapproval of the incident which has created the vacancy on the Board, no suitable person will be eager to offer himself for election. We believe it is generally desired that Mr. HOOPER should return to the Board, and if the election is proceeded with, he will be asked to stand in order that the electors may testify their approval of his action by returning him by a triumphant majority. Our only fear is that a contest is a very improbable event. But, surely, in view of all the circumstances disclosed in this article, the Government will take the only obvious and honourable course open to it.

A notification appears in the Gazette of an election to fill the vacancy caused by the retirement of Mr. HOOPER from the Sanitary Board. The election is fixed for Tuesday, August 3rd.

The ceremony of Trooping the Colour will be performed by the 1st Bn. The King's Own (Yorkshire Light Infantry) on the Hongkong Cricket Club Ground at 9.30 a.m. to-morrow on the occasion of the 152nd anniversary of the battle of Minden. His Excellency the Governor has kindly consented to take the salute.

Mr. R. Hunter has been appointed a surveyor of boilers of unlicensed steamships under 60 tons burthen.

The Hippodrome and Circus is nightly showing a variety of attractions at Causeway Bay. A change of programme takes place to-night and some interesting local events are promised during the week.

A notification is published in the Gazette stating that information has been received from the Consul for Russia at Hongkong that Chinese subjects are prohibited from landing on the territory of the Government General of the Amur river without a passport issued by a Russian Consul.

At-morrow's meeting of the Sanitary Board a minute will be read from the Colonial Veterinary Surgeon recommending that Sergeant Mackay of Samphire be authorised to enter premises and inspect and seize food in accordance with section 33 of the Public Health and Buildings Ordinance, 1903. Correspondence will be submitted relative to the training of nullahs, and an application from Inspector Allen for nine months' leave of absence will be considered.

It is mentioned in the Registrar-General's report that the Anti-Spitting Society—to give it a short name—has continued to display activity. Lectures have been engaged to lecture on the river-steamer, handbills were printed and three men engaged to deliver a handbill with a few words of explanation to anyone expectating in the street, and some thousands of notice boards were prepared and affixed to walls and trees all over Victoria, asking people to spit in the gutters and not on the sidewalk.

CANTON-KOWLOON RAILWAY.

We learn that the first train ran over the entire length of the Chinese section of the Canton-Kowloon railway yesterday to test the line.

MACAO NOTES.

(FROM OUR OWN CORRESPONDENT.)

Macao, 27th July.
THE TYPHOON.

Macao did not experience anything like the full force of the typhoon on Thursday. The wind blew with considerable force, and though the waves rose over the sea walls little damage was done. The steamers suspended their runs and all left the wharves.

THE POSTAL GRIEVANCES.

The postal grievances continue. They are even worse than at first reported. Now the post office has on sale from 10 to 12 and then at 2 o'clock 100 one cent stamps, 100 two cent stamps, and 100 five cent stamps. As can be imagined, the post office is thronged with people anxious to procure stamps, and in their eagerness to get near the counters disgraceful scenes are witnessed. Fights are of frequent occurrence and the soldiers have to be requisitioned to maintain order. When the number of stamps is sold the people who have not succeeded in obtaining stamps have to wait for another sale, with the result that the approach is blocked and business people cannot get their letters posted nor obtain the necessary stamps. The excuse is that the authorities are afraid that the stamps may be sold out in a very little time.

CELEBRATING THE ANNIVERSARY OF THE REPUBLIC.

Subscriptions are being collected for the feast of the first anniversary of the republic, which falls on October 5th. If the programme were published it might induce the public to take a greater interest in the event.

SUPREME COURT.

Saturday, July 29th.

IN SUMMARY JURISDICTION.

(BEFORE HIS HONOUR MR. H. H. J. GOMPELTZ (PUISE JUDGE).)

CLAIM FOR BOARD AND LODGINGS.

Action was brought by Teo Hing Kee against Li Moo to recover \$148.80 for provisions supplied, money lent and interest.

Mr. Otto Kong Sing represented the plaintiff, and defendant was represented by Mr. B. Johnson (of Messrs. Dennis & Bowley).

Mr. Kong Sing informed his Lordship that the claim for provisions was really one for board and lodgings. Defendant was a seaman, who lived at the plaintiff's boarding-house at Yaumati in December, 1906. He remained there for five months, paying at the rate of \$4.50 per month. During that time, at defendant's request, plaintiff supplied provisions to another person to the extent of \$13.50. Defendant also borrowed \$80 from plaintiff on January 11th, 1907, at an agreed interest of three cents per dollar per month. On December 15th, 1906, \$20 was paid on account of principal, and \$30 interest up to that date, leaving a balance of \$60 due.

After hearing evidence his Lordship entered judgment for plaintiff with costs.

KING OF SIAM'S CORONATION.

The Bangkok Times is informed that the date of the Coronation of His Majesty the King has now been fixed. It will take place in Bangkok at the end of November. The Treaty Powers will, it is understood, be represented by special envoys, and there is a general expectation that previous records in magnificence will be surpassed.

TELEGRAMS.

TELEGRAMS.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE POLITICAL SITUATION IN BRITAIN.

CRISIS PRACTICALLY ENDED.

LONDON, July 29th.

Lord Waldegrave, Lord Roberts, and Lord Churchill deny that they attended the dinner to Lord Halsbury, although their names were published as being present.

The Daily Mail and other newspapers give prominence to the resolution of the Birmingham Conservative Association supporting Mr. Balfour and Lord Lansdowne of their unfinished support. The Liberals interpret the resolution as a defiance of the Chamberlain influence.

LONDON, July 30th.

A meeting was held at Grosvenor House, at which Lord Halsbury, Lord Selborne, Lord Willoughby de Broke, Lord Lovat, Mr. Wyndham, Mr. F. E. Smith, Sir Edward Carson, and Mr. Amery were present. A letter was read from Mr. Austen Chamberlain urging that whatever happens they should firmly adhere to the policy of no surrender and save the party from the disgrace of disaster. It was decided to hold public meetings in London.

LATER.

It is anticipated that the Lords' amendments will be considered by the House of Commons on Wednesday. It appears certain that the Lords will ultimately pass the Bill, partly by wholesale abstentions of the Opposition party and partly by sufficient numbers of the Opposition voting with the Government to outvote Lord Halsbury and the other so-called "Die-hards."

THE INTENTION OF THE UNIONISTS.

LATER.

As a result of a meeting of Unionists at Grosvenor House it has been decided to issue a collective manifesto.

Mr. Balfour in a letter to his constituents says it is a mistake to use language suggesting that the Peers possess weapons with which to continue to fight the Parliament Bill, but the country ought to realise that Unionists regard an appeal to the prerogative by modern Minister as not less fatal to liberty than the ancient abuse of the prerogative of the King. They will not and cannot acquiesce in a new revolutionary system, and intend to substitute therefor a remodelled second chamber with direct appeal to the constituencies in certain cases.

THEIR MAJESTIES AT COWES.

LONDON, July 29th.

The King and Queen have gone to Cowes.

HARVEST FAILURE IN RUSSIA.

LONDON, July 29th.

A St. Petersburg telegram states that owing to the failure of the harvest in South-East Russia and the Siberian steppe region the Government has decided to sell corn at cost price and to organise relief works.

THE DEFENCE OF THE EMPIRE.

LONDON, July 29th.

Ottawa telegrams state that in the Canadian House of Commons Sir Wilfrid Laurier laid on the table a copy of the naval agreement entered into by Great Britain, Canada, Australia and New Zealand. It provides that the naval services of the Dominions shall be exclusively under the inspection of their own governments, but the training and discipline shall be uniform with that of the British Navy. The Dominion ships will fly the white ensign as an emblem of the Crown when they are in foreign waters and they shall report to and take orders from the Admiralty. They will join British vessels in the Fleet exercises, and when the Dominion ships are at the disposal of the Imperial Government in time of war they will form an integral part of the British Fleet throughout the war.

SIR FRANCIS YOUNGHUSBAND.

LONDON, July 30th.

Sir Francis Younghusband, who was recently seriously injured in a motor accident and who was gradually improving, has had a relapse.

BETHNAL GREEN BYE ELECTION.

LONDON, July 30th.

At a bye-election for South-West Bethnal Green Mr. Masterman (L.) polled 2,754 votes against 2,461 polled for Mr. Hofgaard (U.) and 134 for Mr. Scurr, a Socialist candidate.

TELEGRAMS.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE FISHER INTERVIEW REPUDIATED.

"A GROTESQUE MISREPRESENTATION."

LONDON, July 30th.

Mr. Fisher, the Premier of the Australian Commonwealth, who is travelling homeward, was informed on arrival at Colombo of the sensation caused by the "interview" reported in the Review of Reviews. He was agitated on hearing the nature of the statements credited to him and described the interview as a grotesque misrepresentation.

He has cabled to Mr. Stead (the editor of the periodical) that the report of the interview is grossly misleading.

Mr. Fisher states: "I told Mr. Stead in London that Australia's objective is peace among nations, her policy effective defence, and her aim the unity of the Empire. It is Stead's 'interview,' not mine. It never entered my mind to use the expression about hauling down the flag. It is my ambition to keep the flag flying with all its best traditions. I never harboured the idea that Australia would break away from the Empire, nor would wish to escape the duty of defending its honour. I gave Stead seven minutes only. I never saw a proof. The expressions credited to me would, if true, not be disloyalty merely but insanity; they would be brutal and monstrous."

THE MOROCCO DIFFICULTIES.

LONDON, July 29th.

Reuter learns that there is at present no question of summoning a Conference of the Powers on the Moroccan question.

German official circles welcome Mr. Asquith's declaration as putting an end to the false conceptions formed of Britain's attitude.

LATER.

A general relaxation of the tension is apparent in the comments of the Franco-German press on Mr. Asquith's speech.

MR. BALFOUR ON THE GENERAL SITUATION.

LONDON, July 29th.

Mr. Balfour has written a letter to Mr. Hewins, the Unionist candidate for the Middleton division in the by-election caused by Sir W. Adkins having been appointed Recorder of Nottingham, in which he states that both foreign and Imperial affairs afford abundant reason for anxiety. The refusal of the Government to deal with Colonial preference threatened to disintegrate the whole system of commercial treaties. The Government had shattered the constitution at the bidding of Mr. Redmond and grossly abused their position as advisers to the Sovereign. Surely the time had come when every citizen should awaken to the realisation of such dangers?

SCULLING CHAMPIONSHIP.

LONDON, July 29th.

A Sydney message states that the world's sculling championship took place at Parramatta yesterday. Arnst beat Pearce by four lengths in the magnificent time of 19 min. 46 secs., thus constituting a record.

OPIUM CONFERENCE AT THE HAGUE.

LONDON, July 30th.

A message from Washington states that all the great Powers have agreed to participate in the opium conference at The Hague on October 1st.

SIR FRANCIS YOUNGHUSBAND.

Reports to hand from various districts point to a great scarcity of rain so far. In many districts the land is rendered ploughing operations. In others there has been sufficient rain to plough and plant the crop, but a further fall to nurture the young paddy, with the result that it has been scorched up.

RANDOM REFLECTIONS.

Typhoon topics have been the feature of the week, but fortunately they have not been very serious, and the Colony is still happy in its immunity from any cyclonic visitation this year. We are not boasting, for we realise that we are not yet out of the wood, though it worth remembering that as a rule the next month, August, is singularly free from typhoons.

While the blow of Thursday may have been disappointing to the crowd of griffins who have not yet experienced a real typhoon, few of the older hands care to see that wish gratified. Though several lives were endangered on the water it is satisfactory to record that no fatalities took place. The rescue accomplished by P.C. Kilk and Sergeant Piggott of two gunners who had become adrift in a small boat is a bright feature of the event, and it is to be hoped that their heroism will not be allowed to pass without some recognition.

As was to be expected, the mashed at the Star Ferry wharf was blown down. The new wharf, which should have been completed next month, the contract having been signed last January, is not nearly ready yet, and the Company have had to put up another mashed to shelter their patrons from the fierce rays of the sun.

Most people on the lower levels prefer to watch the effects of the storm from some sheltered place like the buildings on the Praya, and it is noticeable that as a rule very few ladies venture out until the storm has passed. Quite a number were soon on Thursday struggling against the wind, but only one had the pluck to appear in a rational garb. She discarded skirt, and encasing her limbs in mittens and other necessary garments, over which was a waterproof, enjoyed a greater degree of comfort than her more conventional sisters.

The Sanitary Board, which as a rule has been interesting of late through the personality of Mr. Shelton Hooper, is likely to bulk less in the public Press as the result of the resignation of that gentleman. This step has been taken in protest against the Government's lack of consideration to the Board, and as no explanation has been forthcoming regarding the "inexactitude" revealed by Mr. Hooper, the Government does not stand at present in a favourable light. No time should have been lost in offering some explanation, because if Mr. Hooper argues that it is a waste of time being a member of a Board whose deliberations are brushed aside, it may be logically argued by those asked to elect a successor that it is just as much a waste of time on their part to elect a man to an office which has ceased to be useful.

An amusing story of a gymkhana competition comes from India. A lady spending a holiday in Kashmir wrote to her friend in Calcutta concerning a gymkhana as follows: "On the 27th Colonel Hawkins and Captain Jackson and several others got up a very good Gymkhana. Much amusement was caused by a mistake in the programmes, which were issued a day or two in advance and advertised a 'Naughty' Story Competition. The programmes went out to explain that a man must ride up to a lady, between them they had to compose a story, the winner being the first back to the post, whose story was considered the most original and naughty! Also it was added that the stories were not necessarily for publication. However, on the day, the 'naughty' was crossed out and 'witty' substituted. All the people from Lahore were very disappointed." Tut, tut!

The fame of the products of a certain firm of chemists in Hongkong is not restricted to our little island, or indeed to the China coast, but their merits are related even in India, whence comes a curious application addressed in these words to the firm in question: "Dear Sir, With much regret pen you to say that I have needed medicine for learning and I also have heard that you have more medicine for learning which is learning pills and learning talismans, so if you hand this letter kindly reply it; if you get some at once I am not forcing you that I may see and select some to order in the same month and also I want a sample of learning pills and talisman. Awaiting your reply in good condition." Perhaps the firm will prefer to get "learning pills" for the students who will come along to the University.

The following "Nocturne.—Op. 12 (p.m.)" comes from Colombo:

Plaguy, impudent mosquito,
Is it overmuch for me to
Hope that, after browsing, you
Will be off to pastures new?
Pleasant prospect this before us!
Tragic dialogue, the chorus
Furnished by your pals, abetting
All your acts; outside the netting.
But for all this fuss and hum
What cared I though you had come?
Sip your fill and pass along!
Sleep is banished by your song.
Thus it is that half-the-night
Lying expectant of your bite,
As I vainly toss in bed.
Rhymes keep tumbling through my head.
But, my self-invited friend,
Don't imagine that the end
If my blood appeals to you.
I can be bloodthirsty, too.
Pardon me if I suggest,
That you moderate your zest.
Should I find you here to-morrow.
Retribution comes and sorrow.

RODERICK RANDOM.

LOCAL SPORT.

LAWN BOWLS.

KOWLOON & CIVIL SERVICE.

This friendly match was played at Kowloon on Saturday and resulted in a win for the visitors. Scores:

CIVIL SERVICE	
G. K. Haxton	Tilman
W. Taylor	W. Diggins
D. Harvey	A. Blowey
J. Henderson (skip) 27	L. E. Brett (skip) 24
D. Gow	F. Fisher
G. L. Dunn	H. Brannmont
T. Robertson	C. Bond
T. Neave (skip) 26	E. Dawson (skip) 21
C. Alexander	S. Kelly
H. Shires	W. Higby
A. Ramsay	A. Thornhill
J. Macdonald (skip) 10	R. Duncan (skip) 24
	63

V. R. C. AQUATIC FETE.

The first of a proposed series of aquatic fêtes took place in the V. R. C. bath on Saturday evening in the presence of a large number of spectators. Having regard to the attendance, and the prevailing enthusiasm, there is no reason to doubt that these evening swimming competitions will prove as popular this season as they have done in former years. Saturday's programme was carried through without a hitch, and the committee who arranged it are to be congratulated on the success of their undertaking. There were numerous entries in each event, and that keenness of competition which good sport engenders. Results were as follows:

Two Lengths Handicap: 1, E. L. Braga, owns 6 secs.; 2, W. J. Carroll, owns 7 secs.

The final proved an excellent race, Braga just defeating Carroll by a touch.

Dividing for objects: R. A. Carvalho: 2, I. E. Chunnell.

Three Lengths Race: 1, A. A. Claxton, owns 8 secs.; 2, M. A. R. Souza, "go."

Sayer and Souza established a good lead in the first couple of lengths but the pace proved too hot for them, and in the final stages of the race they were rapidly overtaken by Claxton, who won by a comfortable margin.

Greasy Pole: 1, F. B. Silva; 2, J. M. A. Remedios.

The man who essayed to walk the greasy pole provoked considerable amusement as one after another they lost their balance and tumbled into the bath. After three tries Silva and Remedios tied, but the former was most successful in the final attempt. Remedios slipping when he had negotiated about half the length of the pole.

One Length Breast Stroke: 1, A. V. Barros; 2, R. C. Witchell.

Ladies' Nomination race: 1, M. A. R. Souza, nominated by Miss Rizario; 2, H. J. White, nominated by Miss White.

Team Race: 1, R. C. Witchell's team comprising L. E. Lammett, L. C. Souza, A. J. V. Eibeiro, F. Ellis and E. L. Braga.

WATER POLO.

The sports concluded with an interesting water polo match between the following teams:

Blues: R. C. Witchell, T. Logan, A. S. Ellis, A. A. Claxton, A. H. Carroll, L. C. Souza and H. J. White.

Whites: L. E. Lammett, A. V. Barros, J. M. R. Persia, E. Leitao, H. C. Sayer, R. A. Carvalho and C. A. C. Rodrigues.

After a fast and exciting game victory went to the Blues, who proved the stronger combination, and won by two goals to one.

BOXING.

SCRUTON V. TOVEY.

Owing to indisposition, Kid Marriott will not meet Iron Bux at present to contest the bantam-weight championship, but Mr. Bysack, of the Hippodrome Circus, has agreed to put up a purse for a return match between Corporal Scruton of the K.O.Y.L.I. and Seaman Tovey of Submarine 37.

The previous fight between these men for the middle-weight championship was marred by an unfortunate accident which might not have occurred had the timekeeper been provided with a gong. This necessary implement will be provided when the men meet to contest fifteen rounds in the Circus matched on Saturday, the 6th ultime.

The fight should prove an interesting one, and will no doubt attract many.

KIDNAPPING IN HONGKONG.

As to the prevalence of kidnapping in the Colony the Registrar-General says:

The figures given relating to the number of persons reported to the Po Leung Kuk as missing (221) is not the best indication of the prevalence of kidnapping. A number of the adults may have left their homes voluntarily. A safer indication will be the number of boys reported missing and not found again in Hongkong. For 1910, this number was 49 compared with 77 in 1909 and 33 in 1908. There is no doubt the crime is still prevalent. Two cases were detected through the agency of the District Watchmen Force and the kidnappers sentenced to 5 years imprisonment. In the one case, a boy aged six years was taken from Hongkong to Yunnan, in the other, two boys aged 16 were brought from China to Hongkong.

In this connection it may be noted that 16 stray children were taken to the Po Leung Kuk.

The kidnapping of children for sale must continue so long as the children can be disposed of for money in respectable families. The Chinese local Benevolent Societies often prove of great assistance in getting redress for the parents before Chinese Court. In one case, however, the local Society, though ready to negotiate for the father with the purchaser, would not assist him to prosecute a suit in court of law; a representation was made on his behalf by this Government in the regular way to the Authorities at Canton, but the father, tired of waiting, and finding his son was ill-reared, replaced him for \$120.

Kidnapping from the North has not yet ceased. Three children who had been kidnapped from their homes in the neighbourhood of Shanghai were sent to the Po Leung Kuk.

CHINESE PUBLIC DISPENSARY AND DISTRICT PLAGUE HOSPITALS.

The Registrar-General in his annual Report says:

The dispensaries continue to be conducted on the established lines. The three dispensaries in Victoria and the Harbour Dispensary are managed by a Committee consisting of the Registrar-General as Chairman, the Hon. Dr. Ho Kai, o.m.g., Vice-Chairman, and seventeen other members, and the same Committee has opened a dispensary at Shaikwan. The constitution and general objects of the Association have to receive the concurrence and sanction of the Government, and are described in minutes dated the 30th October, 1909, in S262-07 C.S.O. The three dispensaries at Yau Ma Tei, Hungshun and Kowloon City are managed by separate Committees elected by the inhabitants, and in his work of guiding and controlling them the Registrar-General is assisted by the two Chinese Members of Council and the two Members of the Sanitary Board. To enable the Registrar-General to keep in close touch with the Chinese in matters relating to sanitation, Street Committees have been appointed by the Government, and are consulted on matters of importance and encouraged to ask advice. Attached to each dispensary in Victoria are Licentiates of the Hongkong College of Medicine, a clerk with a knowledge of English and coolies with ambulance and dead-vans to remove patients and dead bodies. Two lecturers are maintained whose duty it is to preach against "dumping" of bodies in the streets, to point out the benefit to be derived from the dispensaries and to explain the object of the sanitary laws; haul-bills are issued in profusion whenever occasion demands, and photographs are taken of bodies found in the streets and are posted up in the neighbourhood, and enquiries are made in each case from the Street Committee. There is a District Plague Hospital attached to the West Point Dispensary in Victoria, another in Kowloon City and a third at Hungshun. A fourth hospital is built at Wanchai. The number of rats caught during the year in Victoria was 56,921, and in the Kowloon Peninsula where rat-catchers have been engaged by the dispensary and paid by the Sanitary Department the number was 21,257.

Shaikwan is much frequented by fishing boats and has a large stationary water-population. The subscriptions from the boat-population there were found to be large enough to justify the medical licentiate in charge of the Harbour Dispensary boat in Causeway Bay being directed to visit Shaikwan as well. A local committee was formed, and a dispensary opened on the 26th July. The dispensary proved immediately useful, as the statistics given in Table XV. show, and committee take a keen interest in the work. The licentiate now visits Shaikwan in the mornings, and Causeway Bay in the afternoons. A qualified dispenser is on duty all day at Causeway Bay.

Anyone interested in the spread of a belief in European medicine among the Chinese will be pleased to learn that the percentage of return cases to new cases treated at the Victoria Dispensary has risen from 30 in 1908 to 37 in 1909 and finally to 57 in 1910. In Kowloon City the percentage remains about the same, at Yau Ma Tei it has dropped, but there is a very satisfactory increase at Hungshun from 8 in 1908 to 15 in 1910.

The total number of cases, new and return, treated at the dispensaries has risen from 40,175 in 1909 to 56,614 in 1910. The establishment of these dispensaries was first suggested by Sir James Lockhart in 1892 when he was Registrar-General, in a memorandum which was attached to the annual report for that year. The number of infants brought to the dispensaries shows an increase, and the number of vaccinations performed is 50 per cent more than in 1909. The total expenditure on the dispensaries was \$42,861.

An analysis of the returns giving the number of infants brought to the dispensaries in Victoria shows that confidence in them is unbroken. At West Point there were fewer dead infants brought than live ones, in the Central one or two more of each class, at the Eastern Dispensary there were no live infants but a few more dead. The number of cases in which the address from which the infant is brought is not stated is less both in the Eastern and in the Central Dispensaries. The total number of children under 5 years of age brought for treatment to all the dispensaries was 7,262. The new dispensary building at Hungshun was completed at a cost of \$2,935, and opened by me on the 16th July. The event was celebrated by a tea-party.

Quarters for the coolies and accommodation for the ambulance and dead-vans have been built at West Point near the District Plague Hospital, and a dispensary at Hungshun, and S275, 000 Subscriptions to the amount of \$4,105 were raised by the end of the year, and a theatrical performance held on the site in April realised nearly \$3,900.

The Secretary of State approved of the sale to the Dispensary Committee of a piece of land 554 square feet in area adjacent to the Central Dispensary. Quarters for coolies and sheds for the ambulance and dead van will be built here in moderate rates for the same.

14. The adoption of such methods of finance throughout the commercial community as will enable producers to obtain advances against their crops on such reasonable terms under such adequate security as may secure the banks, trust companies or individuals making the loans.

15. The adoption of such measures, either legislative or by regulation established by the producers and merchants themselves, as will put a final and complete stop to the suicidal practices of adulteration which has done so much to lower the price of Philippine products in the markets of the world, and to ruin our credit among buyers; such as (a) Cheating in regard to grades by placing the best grades outside and inserting the poorer grades underneath. (b) Mixing inferior substances, and giving a superior name to inferior goods.

16. Proper advertisement of Philippine goods, the establishment of a trade name and a market for our products. Let us conduct our business in such a way that the word Philippine will be synonymous of excellence instead of letting it become synonymous with poor quality and fraud.

17. RICH POSSIBILITIES.

Analyzing these conditions, the Governor-General held that in almost all, if not all of them, the islands were at least rich in possibilities, and where labour, capital and economic conditions had not progressed in equal pace, there was still no cause to fear what with modern and energetic methods which would rouse labour from its torpor of centuries and furnish it with the proper incentive to work, the proper laws to protect the producer in the legitimate pursuit of his calling, and the fostering of a spirit of cooperation and cheerfulness which would attract rather than repel capital. All these things are essential to the success of the plans of those who sincerely and unselfishly work for the betterment of conditions throughout the islands.

THE LABOUR PROBLEM.

The labour problem he dwelt upon at great length. In the matter of the willingness of the Filipino to work, the gist of the Governor-General's remarks were to the effect that for centuries the native had not been offered the necessary incentive to the development of a working people. His hope for the solution of this all-important problem lay in the development of the Filipino's desire for a better mode of living; a desire to improve his condition for the sake of the higher and better plane of existence to which he must be taught to aspire. This development, he said, was a matter of years, and was not susceptible of immediate accomplishment.

THE DEVELOPMENT OF THE PHILIPPINES.

AN ADDRESS BY THE GOVERNOR GENERAL.

The *Cablenews-American* of the 25th inst. publishes the following summary of an interesting address by the Governor General of the Philippines.

"Yesterday marked a new epoch in commercial Manila and the islands in general when the Honorable W. Cameron Forbes in an address before the Manila Merchants' Association gave official endorsement to the purpose of the association and avowed that the government of the islands stood ready and willing to lend every possible assistance to the active operations of the different commercial bodies, led by the Merchants Association, which are bending their energies toward the commercial and economic regeneration of the islands.

"I am glad to say that since American occupation 7.5 kilometers, or 445 miles, of railroad have been added to the mileage operation, or a total increase of 366 per cent; and where in 1898, 693,300 people were served, now 2,000,000 people, or 1/4 of the population are served by railroads. This is an immense improvement."

Handling of freight in and out of Manila was another important point discussed by the Governor General, who said that the health of the commerce and industry of the islands depended upon the modern and unrestricted handling of that problem.

In the shipping question the Governor General outlined a plan which has been contemplated by the government looking toward the regulation of bodegas and warehouses in its southern ports. He stated that in some ports owners of bodegas took advantage of the producer and "squeezed" him when he found it necessary to dispose of his product to the warehouseman because of lack of immediate transportation facilities and the absence of an honest and reliable warehouse.

Outlining in a general way the relation which should exist between the government and the commercial interests of the islands, Governor General Forbes then proceeded to the question of active cooperation between the government and the merchant. He said that a very important part of the government's work was in a direction directly interesting the merchants, and that there was no question but that only good would result from a better understanding of the points of contact. Among the things which bring the merchant into immediate contact, and not always friendly contact, is that part of the government industry represented by the bureau of supply, the management of steamers and competition between the bureau of prisons and local merchants; all these matters he said required a clear understanding of the points of view of each was valuable to the other.

WHAT IS NECESSARY.

Governor Forbes took as his theme the most pressing commercial needs of the islands as they appeared to him. Taking as a fundamental postulate that the people of the Philippines Islands ought to be able to compete with the people of other countries in the matter of selling tropical products, he maintained that at least average conditions in the following particulars were necessary:

1. Wealth of soil.
2. Suitability of climate.
3. Presence of potential labour.
4. Willingness or incentive for this labour to put forth its endeavours in cultivating the soil.

5. Means of acquiring modern scientific knowledge as to the best methods of raising and treating crops.

6. Desire to acquire such knowledge.

7. Clear title to privately owned lands in order that the owners may feel justified in spending money to improve their properties and may be able to give security in case they want to borrow money to pay for such improvements

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS ONLY, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS OFFICES A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery. Mailed direct to you for 10/- Write to-day.

E. WINGOTT,
Dept. J.
984 Wangnau, New Zealand.

HONGKONG HOTEL COMPANY, LTD.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 12th August, 1911, at 12.30 p.m., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1911, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 12th August, 1911, both days inclusive.

By Order of the Board.

C. MOONEY,
Secretary.
Hongkong, 31st July, 1911. [985]

BEKANNTMACHUNG.

Im hierigen Handelsregister Abt. A ist unter Nr. 3 neu eingetragen worden:

DEUTSCHE ASIATISCHE BANK,
Aktiengesellschaft,
SHANGAI.

Das Grundkapital beträgt 7,500,000 Shanghai-Tael und ist eingeteilt in 7,500 auf den Inhaber lautende Aktien. Gegenstand des Unternehmens ist der Betrieb von Bankgeschäften und Förderung des Handelsverkehrs zwischen Deutschland und Asien. Vorstandesmitglieder: Curt Erich, Direktor, Berlin; Emil Röders, Direktor, Charlottenburg; Max Wilhelm Kochen, Bankdirektor, Hamburg; H. Fichte, Bankdirektor, Shanghai; Max Gutach, Bankdirektor, Calcutta; E. Timmerscheidt, Bankdirektor, Hongkong; Stellvertretende Vorstandesmitglieder: Otto Messing, Direktor, Berlin; Heinrich Cordes, Konzul, Peking; Hugo Suter, Hongkong; Carl Lauson, Reinhold Krammacher, Calcutta; Felix Schmidt genannt Decri, Kobe; Felix Kilian, Hongkong; Paul Sandberg, Yokohama; Adolf Koehn, Hongkong; Fritz Rittmüller, Kobe; Gustav Rust, Hukow. Prokurist ist eröfft: Rudolf Willmann, Shanghai; Ernst Fritz Berlin; Albert Schmidtbauer, Hongkong; Max Schindewolf, Calcutta; John Kullmann, Canton; Hermann Pfeiffer, Tsinling; Paul Uffermann, Tientsin; Hermann Koch, Shanghai; Georg Boden, Kobe; Edgar Volger, Singapore; Erich Lenz, Shanghai; Otto Christ, Calcutta; Ernst Powalki, Berlin; Alfred J. Egeling, Tientsin; Hans Klemm, Shanghai; Max Jacoby, Yokohama; August Reiss, Tsinling; Hermann Siebert, Hamburg; Willy Schmidt, Shanghai; Franz Wandel, Tientsin; Karl Specklin, Berlin; Heinrich Wasserfall, Hongkong; Max Blumke, Yokohama; Karl Roschid, Calcutta; samthofzeichnungsergängt gemäß Artikel 17 des Statut.

Nach dem Gesellschaftsvertrag müssen alle Erklärungen, welche die Gesellschaft verpflichtet, solchen entstehen, die von zwei Mitgliedern des Vorstandes oder von zwei Stellvertretern oder von einem Vorstandesmitgliede und einem Stellvertreter oder von einem Vorstandesmitgliede und einem Prokuristen oder von einem Stellvertreter und einem Prokuristen abgegeben werden.

Der Betrieb von Geschäften sowie überhaupt des gesamten Handelsverkehrs der Gesellschaft oder einer Niederlassung der Gesellschaft sind die Vertretung der Gesellschaft oder einer Niederlassung innerhalb ihr übertragenen Geschäftskreises kann auch sonstigen Handelsbetrieb vollständig in der Gesellschaft dargestellt angewiesen werden, dass ein solcher Bevollmächtigter in Gemeinschaft mit einem ordentlichen oder stellvertretenden Vorstandesmitgliede oder einem Prokuristen oder einem anderen gemäß vorstehender Bestimmung bestimmt Bevollmächtigten die Gesellschaft zu vertreten berechtigt ist.

Die gesetzliche bzw. statutarische Vertretungsbefugnis der Vorstandesmitglieder und Prokuristen wird durch vorstehende Bestimmung nicht berührt. Die Erteilung derartiger Vollmachten seitens des Vorstandes bedarf der Genehmigung des Aufsichtsrats. Zur Legitimation der Bevollmächtigten genügt die von zwei Vorstandesmitgliedern und dem Vorsteher, den des Aufsichtsrats, bezüglich dieser Stellvertreter, in beglaublicher Form zu vollziehen. Vollaufmachturkunde. Zur Vornahme einzelner Rechtshandlungen (Anfassungsgerüchten, Prozeßführung, Vertrötzung in Zweckvereinigungen, Rebdanung, und Abschluss einzelner Geschäfte, Vollziehung einzelner Urkunden, etc.), sowie zur Empfangnahme von Postsendungen jeder Art, Gelösungen, Wertbriefe und Wertpapieren einschließlich (Postrollnachrichten), können auch einzelne Personen für sich allein ermächtigt werden, ohne dass es der Genehmigung des Aufsichtsrats bedarf.

KAISERLICH DEUTSCHES KONSULAT,
Canton, 25. Juli 1911. [986]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIEST; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLOO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA,"
Captain Belotti, will be despatched as above on SATURDAY, the 12th August, at NOON.
For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1911. [988]

NEW ADVERTISEMENTS

WANTED.

WANT Exchange and Purchase Hong Kong, Macao, Borneo, China and Foreign P.O. STAMPS.
GEO. K. LEE,
113, Des Voeux Road, West.
Hongkong, 31st July, 1911. [983]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left the Godowns, where they will be examined on the 4th Aug., at 9.30 A.M.

All Claims must reach us before the 8th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 28th July, 1911. [983]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in ordering Subscription Griffins for next Races will be held in the Office of the HONGKONG JOCKEY CLUB, on SATURDAY next, 5th August, at 12.30 p.m.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 29th July, 1911. [981]

WANTED.

ENGLISHMAN (Reliable) seeks Engagement as Accountant, Secretary, Stenographer, Typist. References.

J. J.,
Care of "Daily Press" Office.
Hongkong, 22nd July, 1911. [989]

SITUATION WANTED BY A FOREIGNER.

A SCHOOL BOY, 16 years of age, wants position in Insurance, Shipping or any Merchantile Office; no objection to exports; willing to work two months without pay and then start with a reasonable Salary.

Apply to—
A. B. C.,
Care of "Daily Press" Office.
Hongkong, 3rd July, 1911. [984]

NOTICE.

WE HAVE This Day been appointed AGENTS for THE ESSEX AND SUFFOLK EQUITABLE INSURANCE SOCIETY, LTD., and are prepared to ACCEPT FIRE RISKS at Current Rates.

OLOF WIJF & CO CHINA AGENCIES
AKTIEBOLAG,
York Buildings,

Hongkong, 25th July, 1911. [976]

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. G. W. C. PEMBERTON from the Colony, M. H. F. HICKMAN has been appointed ACTING SECRETARY to the Company.

By Order of the Board of Directors.

H. A. SIEBS,
Chairman.

Hongkong, 24th July, 1911. [985]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at—
BROWN, JONES & CO.,
41, Morrison Hill Road.

Hongkong, 1st June, 1911. [976]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO, from 1st January, 1912, as set out hereunder:

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock NOON on the 1st day of September, 1911, for the purchase of the exclusive privilege of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be based on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

The Farms above referred to are the OPUM, SPICE, GAMBLING and PAWNBROKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the GOVERNMENT SECRETARY, Sandakan, or of Messrs. GUTHRIE & CO., Singapore, and Penang, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong.

The retail rates for Chancu fixed by Government for the Opium Farm for 1912, 1913 and 1914, are those specified below viz.—

For every 3 hns packet	... \$0.14
4 "	... 0.19
5 "	... 0.24
6 "	... 0.29
3 chi acceptable	1.45
1 tahil	4.80

Hongkong, 24th July, 1911. [948]

DEVELOPING and PRINTING UNDERTAKEN.

Hongkong, 31st July, 1907. [982]

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1910.

REVISED BY THE MEMBERS.

PRICE — — — \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911. [981]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf.

Messrs. H. RUTTONJEE & SONS, Kow-

loon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road

Mr. AH YAU, Hongkong Stall, Ferry Wharf.

Hongkong, 2nd May, 1911. [948]

INTIMATIONS

HIPPODROME CIRCUS & MENAGERIE.

NEW ACTS!

EVERY NIGHT!

UNTIL FURTHER NOTICE.

Time and Prices as Usual.

Hongkong, 31st July, 1911. [982]

TO LET.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th AUGUST, at 12 o'clock NOON, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left the Godowns, where they will be examined on the 4th Aug., at 9.30 A.M.

All Claims must reach us before the 8th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Under-signed.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR."

having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left the Godowns, where they will be examined on the 4th Aug., at 9.30 A.M.

All Claims must reach us before the 8th Aug., or they will not be recognized.

No Fire Insurance will be effected.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"AMERICA." Captain Feldmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Aug. will be subject to rot.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 31st inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

- Ex s.s. "Faro" from Stettin.
- Ex s.s. "Pronsen" from Havre.
- Ex s.s. "Paul" from Stettin.
- Ex s.s. "Suzanne et Marie" from Bordeaux.

HAMBURG-AMERIKAN LINIE,
Hongkong Office,
Hongkong, 26th July, 1911.

AN IDEALIST ON THE FUTURE.



WHAT THE NEW GEORGIAN ERA MAY BRING FORTH.

The Coronation being a tale that is told, we may sit down in comfort to a little calm reflection on what the happily inaugurated reign may bring forth.

Place to the ladies! The new Georgian era will see a great step forward in what some ladies we know like to call the Emancipation of Women.

Looking ahead of the near future of political enfranchisement, some prophets see our womenfolk standing side by side with men not only on political platforms, but in the House, in the Empire's council chambers, at the Bar, on the Bench in the jury-box, in the business world—everwhere as even now women find an equal footing with men on the stage.

After that, other prophets see a pleasant vision of a return of women to their heartsease and their babies cradled. They suppose that when women have conquered all worlds they will find that none of the spheres to-day closed to them are half so attractive as wifehood and motherhood, and will thankfully leave it to men to carry on such rough fighting work as remains in a world that should be peaceful enough before King George has done with reigning.

Much that is wrong in women's position to-day will be abolished for ever. There will be no more sweatied women. The sad-eyed flower-seller will be seen no more in the streets. Clever girl secretaries no longer will do the work of male clerks for half a man's pay. Drudges of the kitchen and scullery will walk in beauty. No more will poor labourers' wives work themselves to death in a brave attempt to keep a home together on a husband's wage of less than a pound a week, half of which goes on rent and most of the other half on drink, while seven children are crying to be fed—as is common enough in the country to-day.

No will there be over-worked telephone-girls, and other post-office folk, and underpaid school-teachers. Government departments one and all will be put on right footings, model to all private industries.

THE NEW WOMAN.

At the end of the new Georgian era we see a New Woman indeed; and a splendid vision she is, self-reliant, confident, her battles for freedom fought and won, her sex perfectly emancipated, and prouder of nothing in the world than the children in her arms and clinging to her knees.

He would be a weak-hearted prophet who did not dare to say that before the end of the new Georgian era there would be no more steam-engines and trains as we know them. Nor will horses any longer be in general use. But to say how we shall travel needs a bold seer, for there will be new ways of which we have never dreamt.

In a few years we shall be laughing at our aeroplanes of to-day, and wondering how we were so foolish as to imagine they had a practical value outside of sporting interest, or how we could trust precious lives to machines which depended for flight on the infallibility of a not infallible engine.

We shall fly safely, and flying will be a cheap means of locomotion, incredibly swift, too. We shall think no more of flying from London to New York than we think now of a train journey from London to Croydon.

THE NEW LEARNING.

We shall be a highly educated race, as far in advance of the Germans as to-day as they now are in advance of us.

Country boys will learn rural industries at school, and country girls domestic economy. Apprenticeship, on sound lines, will be revived. The movement for open-air schools will be wonderfully spread; indeed, the nation as a whole will be going back to Nature throughout the new Georgian era.

Daylight saving will be an accomplished fact. As the ploughman begins ploughing at six, so shall we go to our offices and banks at six; and our gain will be the long, beautiful afternoon and evening hours for relaxation, which we shall have and hold as our most precious possessions.

The back-to-the-land movement, also, will be accomplished in the new Georgian era. We shall find a new and better way of growing corn, so that we shall be able to produce enough bread to feed ourselves. The science of bacteriology will be, most probably, the chosen instrument for reviving agriculture. And as bacteriology advances, so will chemistry decline. The future is to the microbes.

By the aid of microbes, disease will be conquered, and in a generation or two we shall be as a race healthier and stronger than any people who ever lived. We shall no longer go bald at forty, we shall never have colds, and a fat man will be a prodigy.

THE NEW CHAMPAGNE.

These changes will be due to many causes, new foods and drinks among them, and the disappearance of some of our favourite dishes and all intoxicating liquors. If there is beer, it will be non-alcoholic; if there is champagne, it will be more likely to make us think than talk.

Among effects of the new, healthy, rational lives we shall lead will be decrease of our criminal population to the vanishing point. Prisons will be abolished as we know them. The day of the indeterminate sentence will have cleared the way for the policy of reform instead of punishment. Habitual criminals will be unknown, because they will have no chance to do wrong habitually. Youthful offenders will be trained into good citizens after some such open-air trade-teaching plan as New Zealand and Australia are trying, and until they have been taught wisdom will they be let loose on the community. To go to prison will be to go to a happy school of manners and morals.

And workhouses will be no more. Old age will have no terrors for the poor, and when old people can no longer support themselves and are useless to their fellows, they will end their days in the peaceful enclosure of beautiful rest-houses.

The peace of the world will be assured by the federation of the British Empire into one glorious and mighty and harmonious power, working hand in hand with the other English-speaking people. Wars may come in King George's reign, but if he is spared for a long life he will see the last of them, and the seal set for ever on the work of the Peace-maker.—M. W. in the Daily Express.

DECLARATION OF LONDON.

ACTION BY UNDERWRITERS AT LLOYD'S.

An overwhelming majority of Lloyd's underwriters have signed a petition expressing the opinion that the Declaration of London is detrimental to the interests of the country, and should not be ratified without receiving further consideration. This petition has been sent to Lloyd's Committee, and promotes the claim that the support of the great majority of underwriters was secured almost spontaneously.

"WAKE UP, SOUTH-EASTERN!"

[A London paper hopes Lord Kitchener will introduce his well-known systems of Efficiency and Economy in his new directorship.]

"Seem to be bucking up, this old South-Eastern," I murmured to a gentleman in the railway carriage, as a porter in spick-and-span white uniform slid me on to a spotless seat, a pneumatic, ball-bearing panel glided to its place and shut the door, and an electric hoist of infinite speed and swiftness swung my luggage with an infinite gentleness to a padded receptacle in the guard's van.

"Should think they had," he replied, "since Kitchener's been on the board. You've been away from England, I suppose?"

The porter sternly and with a pained expression refused a tip, and with all the officials in the station, stood at the salutes we glided out of Charing Cross. Then another uniformed attendant sprang, as it were, from the floor of the carriage; evolved a time-table, bouquet of flowers, magazine, and guide to the Parisian theatres out of his inner consciousness, and vanished like a Mahatma.

I remarked on the politeness of the staff. Every man wore an expression of strain as though in fear of being instantly dismissed.

"I should think they did," said my fellow-traveller. "You put a complaint into that Complaint Box over there; it's ejected by hydraulic machinery at the next station, passes back to the head-office, and the man is fined or discharged by a new automatic apparatus they've installed—the Kitchener Dismissalator. Every man on the line is a tyke now!"

"He ought to be," I answered, and added, "it must be a change."

"It began by cutting down the staff by half. The others made up for that by working double."

"Excellent!" I replied. "Is Lord Kitchener—or popular with the employees?"

The train was now attaining a speed of sixty or seventy miles an hour—a rate which was unusual in the old days.

"Automatic," explained my companion. "If this train was a minute late at Folkestone a special coupling invented by Lord Kitchener would disconnect the engine and engine-driver, and the latter would be side-tracked for life. Sixty miles an hour is the official minimum, and half-minute stop at stations the maximum."

"Great changes," I acknowledged. "Whereabouts can I get a match?"

"Press that knob!" he said. Instantly a liveried valet appeared from behind some secret panel and handed me match box, wine list, table d'hôte carte, tooth-picks, reading-lamp, and a few other trinkets. On some of the lines I used to know nothing would have procured a box of matches except pulling the communication cord and getting out and buying one.

Must have cost something, all these inventions, I ventured.

"The new policy," murmured my informant. "Half the board resigned over it, I believe. But you ought to see the travelling library and reading-room next the guard's van—post-office, bank, wireless telephone, ready-reckoner, mechanical money-changer (never makes mistakes, like those foreign shops generally do), telautoscope—all Kitchener's! A business man can sit in these trains all day and carry on his trade without turning a hair. And as for expense, why, it's cheaper to live on this line than to stay at home in a suburb."

The South-Eastern and the Chatham certainly make good their claim to be the most far-ahead in the world." I answered, my breath somewhat taken away by all these improvements.

Here the Custom-house officers came down the corridor—neat, keen, polite; so different from the semi-criminal persons often employed on the Continent for the examination of luggage. They were polished to a degree and finished conversationalists, yet so thoroughly trained that they could detect a small box or cigarette at the bottom of a large cased trunk without even unlocking it. Efficiency; the place was full of it! Rather too much so, in fact.

"But all this is nothing to what Kitchener is doing with the finances," said my fellow-passenger.

"The South-Eastern has linked up with the London and North-Western, bought out the Great Western, and is building a new line to cut out the Midland."

"They certainly seem to be going ahead," I acknowledged.

"Kitchener never loses time," he replied. "He has a series of motor-cars to feed the railway from farming districts, and he's starting an aeroplane express across the Channel in a few weeks."

I was just about to ask him whether Lord Kitchener's régime included any experiments in submarines when the train instantaneously slowed down, the door glided open, and my luggage was noiselessly removed from the van by an electric crane. I got out and the porters started.

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"Good-bye!" shouted my fellow-passenger.

"And you won't have time to be seasick crossing the Channel—the new Kitchener hydropathic!"

"Here I trot on the moving trottoir roulant and was instantly on board the boat!"—HILL ROWAN, in The World.

THE DISCOVERY OF CHLOROFORM.

SIR J. Y. SIMPSON'S CENTENARY.

Sir James Young Simpson, the discoverer of the anaesthetic properties of chloroform, was born on the 7th June, 1811, at Bathgate, in Linlithgowshire, the youngest of the seven sons of the village baker, and the editor of the Edinburgh Medical Journal converted their house for June into a centenary number in honour of the event. It contains personal articles by Miss Eva Blantyre Simpson, the daughter, and by Sir Alexander Simpson, the nephew, and the professional successor of the great physician, with others by Dr. Anderson, Sir Halliday Croon, Mr. Barbour, Dr. Hart, and Dr. Ballantyne on various aspects of his scientific work; and it is copiously illustrated from photographs of portraits, busts, monuments, and buildings, the latter including the cottage in Bathgate in which he was born.

The great turning point of Simpson's career was, of course, the employment of chloroform, and the circumstances connected with the discovery of its properties are well told by Sir Alexander. Sulphuric ether had been first used as an anaesthetic in surgery in 1846, and Dr. Simpson determined, as soon as a suitable case presented itself, to test its efficacy in subduing the pains of childbirth. He first used it for this purpose on the 19th January, 1847, and although it more than answered his expectations, he thought that some still better agent for the suppression of sensation might possibly be found, and determined to experiment upon himself with a variety of volatile liquids supplied to him by chemists. After many disappointments, a trial was made of the terephloride of formyl, which had been suggested by Mr. Walde, of Liverpool, but had been at first rejected as too heavy. On the night of the 14th November, 1847, Dr. Simpson and his two assistants, Dr. George Keith and Dr. Matthew Duncan sat at a table, each of them

SPECIAL BARGAINS

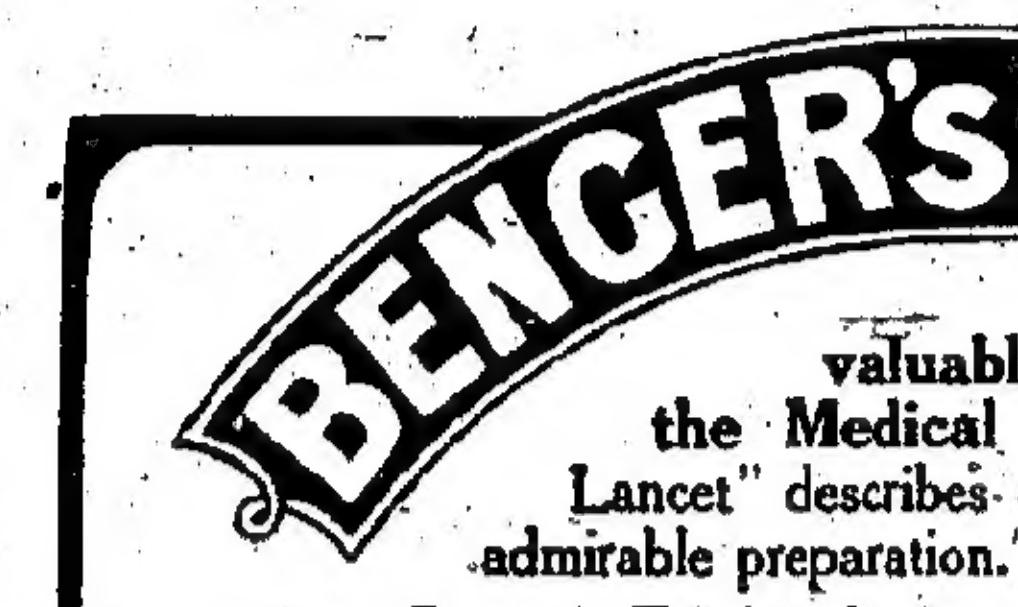
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MISSES. LYALL AND EVATT'S LIST.]	Buyers	Sellers
2s Allagar	3s10d	4s4d
2s Allagar Options	1s9	2s6
£1 Anglo-Java	4s6	5s9
1 Anglo-Johore	9s	12s6
2s Anglo-Malay	17s4d	18s6
£1 Anglo-Sumatra	5s7d	7s4
1 Ayer Kuning	1s4	1s8
1 Banteng	4s2d	4s9
2s Batam	2s	2s2
2s Batu Caves	22s5	23s9
1 Beta Tigris	71s3	78s9
1 Bentor Borneo	13s	15s
1s Bukit Kajang	37s6	40s
2s Bukit Lintang	72s6	80s
2s Bukit Meriam	2s2	3s
2s Bukit Rajah	22s5 240s x div.	
2s Bukit Selangor 1s3 pd.	1s dis. -6s	
£1 Carvo United 5s p.d.	6s	10s pr.
1 Castile	110s	122s6
2s Charsonee	3s1	3s6
2s Chingpul options	1s	1s5
2s Cicely Ord	36s 40s x div.	
2s Consolidated Malay	36s 40s x div.	
2s Damansara	17s8	18s3
1s Dennington	10s9	121s3
2s Edinburgh	23s6	28s
£1 Federated Selangor	190s	212s5
2s Galung Besar	4s9	5s6
2s Golconde	7s5	8s4
1 Goldon Hope	8s	8s9
1 Hajropon	8s	9s3
1 Harpenden	17s5	19s0
2s Headrow	3s11	4s3
2s Highlands & Lowlands	82s	87s x div.
1 Inh. Kennetha	187s6	20s8
2s Josia	1s24	1s5
£1 Johore E. Lands 10s pd.	7s	12s2d
1 Juru	12s6	14s9
2s Kampong Kwantang	9s9	11s6
2s Kamuning 1s pd.	3s1	3s6
2s Kapar f.p.d.	5s1	5s10
2s Kapar Para	13s3	14s4 x div.
1 Kepitigella	12s6	12s9
1 Kepung	1s10	2s1
2s Kuala Lumpur	127s6	137s6
2s Labu (F.M.S.)	9s9	10s10
2s Lunardon	6s9	7s4
1 Ledbury f.p.d.	5s8	6s5
2s Linggi Ord.	22s6	24s6 x div.
2s London Asiatic	10s3	11s3
£1 Lunut 16s pd.	1s1	12s6 pr.
1 Malacca 7s 1/2% Prof.	180s	19s5
1 Ord.	186s3	19s9
2s Merlinau	3s10	4s
2s Options	1s7	1s9
£1 Mount Austin	28s6	31s3
1 N/Hannock 16s pd.	52s6	65s x div.
2s Fudung Java	2s4	2s4
2s Patulung	4s9s	4s6x div.
2s Palapuk	3s3	4s1
2s Paruk	6s3	7s5 x div.
2s Permas	20s	22s6
2s Port Dickson 16 pd.	22s6	24s
2s Rambia Prof.	25s	30s
1 R. Est of Johore 15s pd.	2s10	3s5
2s R. Est of Krian	6s9	10s6 pm
£1 R. Invest Trust 10s pd.	210s	232s6
1 Sagga	25s	28s3
1 Sapong	91s	98s
1 Seaford	42s	49s9 x div.
2s Selangor	20s	30s pm
2s Sondayan 18s pd.	5s3	4s3
2s Songai	72s6	82s6 x div.
2s Sosipbau	57s6	65s
1 Shetford	35s6	38s9 x div.
2s Singapore Para	3s6	4s3
2s Straits S. Bortam	5s4	5s9
£1 Straits Rubber	92s6 103s6 x div.	
2s Sunatra Para	8s10	9s9
2s Sungai Choh	64s3	72s6
2s Sungai Kapar	10s3	11s4
2s Sungai Krau Pref.	24s6	28s
1 Sungai Salak	67s6 76s3 x div.	
1 Sungai Way	101s3	11s5
1 Tanjung Madin 12s pd.	1s pr.	
1 Tangkah Prof	16s9	20s
1 Tebrau	52s6	59s
2s Tremelue	90s	97s6
1 United Sedang	90s	98s9
1 United Sun Batong	22s3	25
2s United Sumatra	7s	8s
2s United Tomising 1s5 pd.	-6 dis. -3s	
2s Val d'Or	2s4	2s6
2s Vallambrosa	29s6 31s1 x div	
2s Yam Sung	7s7	8s6
SI Alter Gajah	81s45	150
10 Ayer Hitam	34s00	36s00
1 Ayer Kuning	0s60	0s70
5 Ayer Melok	1s70	1s75
5 Ayer Pauns	3s45	3s55
1 Balowrie	8s80	9s15
1 Bukit Timah	10s0	
1 Bukit K. E.	0s69	0s70
10 Changkat Serdan	4s50	4s75
10 Cheras 8s pd.	2s00	5s00 pm
2s Cili Duff	3s50	3s75
81 Glensley	1s25	1s35
5 Hoyer	6s50	7s25
10 Hechrieta 8s pd.	1s00 dis.	
10 Indragiri	5s00	5s75
1 Jimah	0s28	0s35
5 Kelenak, 84s pd.	2s90s	2s75 dis.
5 Kempas	2s50	3s00
5 Latus	1s50	1s65
1 Malala Pinda	0s50	0s55
2 Matok	1s45	1s55
5 Martin, 1s350 pd.	0s50 dis. par	
5 Mer. u.	1s00	1s35
2 New Berendab	1s90	2s05
5 New Singapore	5s30	5s50
1 Nyala	0s30	0s35
5 Pajam	9s90	10s10
1 Pantai	1s10	1s15
10 Pegoh	27s00	27s5
10 Pulau Bulang, 82s50 pd.	1s00 dis.	
1 Pungkor	0s35	0s45
5 Radella	9s0	10s10
12 Sandycroft	18s00	20s00
2 Singapore & Johore	10s00	12s25
2 Sungai Bogor	0s75	0s85
0 St. Helens	1s60	
1 Tamaliak	0s50	0s60
5 Teluk Anson	4s00	4s25
2 Trafalgar	0s72	0s80
1 Ult. Padon	0s55	0s55
1 United Malacca	0s50	0s55
1 United Singapore	1s5	1s10
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WITH DOG AND GUN IN THE NEW TERRITORY."

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SHIPPING IN PORT.

THE AMERICAN MERCHANT MARINE.

Reviewing the story of the American Merchant Marine by John R. Spear, published by The Macmillan Company, New York, a reviewer says:-

"Although there is a continuous output of books on shipping, yet it is a rare event for one to appear which deserves a welcome. The majority of writers are content to indulge in more or less lengthy and accurate descriptions of the several types of ships which have from time to time existed, trusting to a free use of imperfectly appreciated technicalities and to a no less free abuse of the term "evolution" to establish their reputation to which ships were put of the working of cause and effect in the development of types, and of the relationship of the shipping industry to national policy of those, and of many other important matters, as a rule we hear nothing. Mr. Spear has not adopted the showy pseudoscientific method, nor has he looked to salts to bear out a preconceived theory of "romance"; he has been content to write a plain and straightforward account—which proceeds logically from beginning to end, and is worthy to be called a history."

The Nineteenth Century is undoubtedly the most interesting period in the history of the American Merchant Marine, and Mr. Spear's appreciation of its history is particularly good. It lays emphasis on the very great increase of American shipping during the great wars between Britain and France, pointing out that this was in great measure a matter of cause and effect; the trade of the world had to be carried, and Britain had chased the merchantmen of her enemies from the seas, so the enterprising American naturally stepped in. At the beginning of the French Revolution American shipping registered 124,000 tons; by 1810 the tonnage of foreign-going American ships had been multiplied by eight, and stood at a million. This was the trade that suffered heavily by the closure of American ports during the war of 1812, which, in spite of an undue share of attention, was in reality a nadir of naval power for the United States. Nor did the numerous and able American privateers do much towards redressing the balance. "Our histories," says Mr. Spear, "almost without exception have overstated the success of the privateers and their influence on the war. A few of these ships—a very few—made enormous profits; the others made insignificant gains or actual losses. Our histories laud the work of the few that really succeeded; they ignore all that failed, save only as the reader is left to infer that all, or nearly all, did well. Thus the fact that Captain Joshua Barney in a single cruise captured 100 vessels is deemed to be worth more than \$1,500,000 is told in every history; the equally well-authenticated fact that Barney's share amounted to only \$1,000 because the much vaunted prizes were either destroyed at sea or were sold for little or nothing in port—that fact is deliberately omitted." The omission complained of makes it desirable to enforce here the very sound moral of this striking passage. It has, in fact, been true in all ages that, against a powerful enemy, privateers are most ineffective substitutes for ships of war that can fight and make at least a good defence. At the best the privateers may do to their enemy's commerce some harm; they cannot protect their own. That can be done only by a sea-keeping naval force."

The early history of steam navigation on the Atlantic seaboard is well described. The Americans suffered from the comparative ease with which steam adapted itself to the great lakes and rivers, and in consequence experienced many grave losses when they tried to put steamships, built after the model which suited those inland waterways, on the rougher ocean. This was at least in part the reason why the United States were left behind in the development of steam navigation. For a short time, however, they held their own with the magnificent clipper sailing ships of the middle of the century; but as steam and steel advanced the day of these ships passed. Of course the decline of the sixties was only very remotely connected with the Civil War and the Alabama. Had that been its cause a revival would inevitably have taken place after that war, as it did after 1815. It is often stated, too, that the passing of the era of wooden ships was the determining cause; and undoubtedly this had its effect. The United States of the sixties were rich in timber, but their iron, iron and steel works were not yet developed. It is noteworthy, however, that this inferiority in the use of steel has long since passed out that the revival of American merchant shipping is not yet in sight. Why should this be?

The reason, almost undoubtedly, is that the size of sailor men, properly so called, passed when the sailing ships passed; that the old optimism for the sea ceased to be enough to take a man to sea. And, what is far more important, the enormous territorial expansion of the United States offered so many profitable investments that it became difficult or even impossible to attract capital to the sea, where the conditions were unfavourable and the competition very severe. These considerations have been lost sight of by the majority of writers and publicists in America, a fact which explains the constant attempts to bolster up an American Merchant Marine by a patch-work system of subsidies. Those attempts still go on, and even at the present time one can read most strenuous but shortsighted articles in the American shipping papers; and Subsidy Bills are laid before Congress every session. Few of them have any chance of passing, none in the existing condition of affairs holds out any prospect of doing permanent good. Some day, no doubt, American capital will once more see its opportunity at sea; then the United States once more will become a great maritime nation.

There are in Mr. Spear's pages occasional slips, for the most part of small importance and a few emergencies; but these scarcely affect the value of the book. The illustrations, too, are in general satisfactory, though a couple, those at pp. 122 and 318 show an absence of technical knowledge. The ship shown at p. 122 is not described as a clipper; and her rig, if it can be assigned to any period, belongs to 1840 rather than to 1782. The "modern" ship and the brig shown at p. 318 would scarcely have been modern even forty years ago. The book, however, has one serious fault. It has no index.

WOMEN'S MOVEMENT IN CHINA.

There are some 650 Chinese students in the United States at the present moment, and of these 52 are women, their average age being 25 years. Their number would seem to indicate that China has entered upon the women's movement in reality. But this is not astonishing to those who remember that in the East women in the past have played an important part in history, and in this connection may be cited the various rulers, whose names have come down to us. But if China is leading the way to-day in the women's movement in the East, Korea, it would seem, will have to follow sooner or later, inasmuch as we learn that in what was formerly known as the Hermit Kingdom there is only one occupation open to women and that is tobacco working.—*The Globe*.

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[533-9]

[533-9]

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Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddie, Weihsien.

Athas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 9 guns, 2,000 i.h.p., Comdr. B. G. Washington, Shanghai.

Briton, gunboat, 710 tons, 900 i.h.p., Comdr. Condr. C. G. Barker, Weihsien.

Cormorant, gunboat, 130 tons, 4 guns, 230 h.p., Lieut. P. H. P

THE BANK LINE, LIMITED.

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VANCOUVER, B.C., SEATTLE &
PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons Dw.	Captain	To Sail on or About
ORTERIC...	11,000	J. Findlay...	4th August
SUPERIC...	11,000	F. S. Cowley...	22nd August
KUMERIC...	11,000	G. B. McGill...	26th September

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
King's BUILDING, Praya Central.
TELEPHONE No. 730.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE:

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE—WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM CALCUTTA:

Frequent Sailings

(End August)

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS,

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.,

(THE BANK LINE AGENCY).

Telephone No. 780.
Hongkong, 20th July, 1911.

173

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE & MONT. "YEDDO" On 5th August
For Freight and Further Particulars, apply to TELEPHONE NO. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
46 YORK BUILDINGS TOP FLOOR.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

50-Ton HYDRAULIC TESTING MACHINE
FOR CHAINS, WIRE ROPE, RIVETS
AND METAL SPECIMENS.

GRAVING DOCK
78' x 88' x 34' 6"
Pumps empty Dock in 23 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,

BUFFERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	—	—	JAVA	Second half of July
TJIRODAS...	JAPAN	Second half of July	JAVA	Second half of July
TJIMAH...	—	—	JAVA	First half of Aug.
TJIKINI.....	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJILATJAP...	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJITARDEM...	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 29th July, 1911.

NAVY ESTIMATES.

THE SHIPBUILDING VOTE.

PROTECTION OF BRITISH TRADE ROUTES.

In Committee of Supply in the House of Commons on the 4th inst., there was a poorly attended debate on the Shipbuilding Vote for the Navy. The question of the conversion of merchantmen into cruisers on the high seas, which was one of the prominent features of the previous day's debate on the Declaration of London, was the subject upon which the critics of the Admiralty concentrated their attention.

The debate was opened by Mr. Lee, who affirmed that the provision of cruisers existing and contemplated, would be quite insufficient to protect our trade routes in a time of war. It would be in the first few weeks of hostilities, he pointed out, that the consequences of any interference by the enemy with our trade would be most serious. It was likely that there would be panic; the price of food would rise, and the very poor would be unable to procure the necessities of life. He declared that there could be no doubt about the resolve of great Continental Powers to convert merchantmen into cruisers, information having reached him that Germany, Austria, and Italy had already armed for the conversion of certain fast ships of the mercantile marine, and these vessels carried at all times guns and ammunition. It was therefore incumbent on the Admiralty to make adequate provision for the policing of the trade routes by constructing swift modern cruisers of the second or third class. While seven years ago we had 102 protected and unarmoured cruisers, as against Germany's 22, our relative strength was now much less. It had therefore become essential that we should enlarge our programme.

Lord C. Beresford endorsed the demands of the member for Fareham. There had been a great reduction in the number of our cruisers on the trade routes, and as he had contended already, 50 new ships should be laid down for the protection of our commerce.

The P. M. S. S. Co. str. *China* sailed from San Francisco on the 26th instant, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 22nd prox.

THE AUSTRALIAN MAIL.

The T. K. K. str. *Nippon Maru*, sailed from San Francisco on the 12th inst., and is due to arrive at Hongkong on about the 8th prox.

The P. M. S. S. Co. str. *China* sailed from San Francisco on the 26th instant, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 22nd prox.

THE CANADIAN MAIL.

The C. P. R. Co.'s str. *Empress of China* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 14th instant p.m.

THE INDIAN MAIL.

The Indo-China str. *Fookang* left Calcutta for the Straits and Hongkong on the 20th inst., and is due here about the 5th prox.

MERCHANT SHIPS.

The N. Y. K. str. *Hakata Maru* (Bombay Line) left Singapore for this port on the 25th inst., and is expected here to-day.

The N. Y. K. str. *Kitan Maru* (European Line) left Shanghai for this port on the 28th inst., and is expected here to-day.

THE INDIAN MAIL.

The H. A. Linie str. *Spica* left Shanghai on the 10th instant p.m., and may be expected here to-day a.m.

The T. K. K. str. *Kito Maru* arrived at Yokohama on the 13th instant from South America, and is due to arrive at Hongkong to-morrow.

The str. *Glenuruk* passed the Suez Canal on the 4th instant, and is due here to-morrow.

The N. Y. K. str. *Tango Maru* (European Line) left Singapore for this port on the 27th inst., and is expected here on the 2nd prox.

The N. Y. K. str. *Kumano Maru* (Australian Line) left Kobe for this port via Nagasaki on the 27th inst., and is expected here on the 2nd prox.

The T. K. K. str. *Benzon* from Antwerp, Middlesex and London, left Singapore on the 27th instant for this port.

The Olof Wijk & Co. str. *Yeddo* left Port Said on the 29th instant, and is expected here on or about the 4th prox.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Shanghai on the 8th inst., and is due here on or about the 10th prox.

The Barber Line str. *Satsuma* left New York on the 10th ultimo for Hongkong and Far East.

The Mogul Line str. *Braemar* left United Kingdom on the 30th ultimo for Hongkong via the Straits.

The T. K. K. str. *Buyo Maru* sailed from Valparaiso for Hongkong on the 10th inst., and is due to arrive at Hongkong about the 29th September.

LATEST STEAMER MOVEMENTS.

The N. Y. K. str. *Yokozu Maru* (Australian Line) left Manila for this port on the 29th July, and is expected here on the 31st July.

The str. *Liebig* left Singapore for this port yesterday, and may be expected here on or about the 4th August.

The O. S. K. str. *Tacoma Maru* from Tacoma left Manila for this port on the 29th inst., and may be expected to arrive here to-day p.m.

The P. & O. S. N. Co.'s str. *Denmark* left Singapore for this port on the 29th inst., at 10:30 a.m. with the onward English Main, and is due here on the 2nd prox., at about 2 p.m.

The I.G.M. str. *Coblenz* left Sydney on the 29th instant, at 11 a.m., and may be expected here on or about the 20th prox.

The str. *Liebig* left Singapore for this port yesterday, and may be expected here on or about the 4th August.

The O. S. K. str. *Tacoma Maru* from Tacoma left Manila for this port on the 29th inst., and may be expected to arrive here to-day p.m.

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The I.G.M. str. *Coblenz*

SHIPPING

ARRIVALS

ANAM, French str., 3,998, Vizir, 29th July—Woosung 25th July, General—Messageries Maritimes.
CHIPPING, British str., 1,199, F. Mooney, 30th July—Tientsin 21st July, General—Chinese.
CROSHUN MARU, Japanese str., 1,501, T. Yamaguchi, 29th July—Swatow 28th July, General—Osaka Shosen Kaisha.
DAVEY, Norwegian str., 733, L. Paulsen, 29th July—Port Said 22nd July, Petroleum—Order.
DEGWENT, British str., 1,520, Jenkins, 29th July—Cebu 22nd July.
HAIRUN, Brit. str., 641, A. H. Stewart, 3rd July—Swatow 29th July, General—Douglas Lapraik & Co.
KAIFONG, British str., 987, Sidford, 28th July—Manila 15th July, General—Butterfield & Swire.
KWANGSUNG, British str., 294, July—Canton.
KWANTUNG, British str., 29th July—Canton.
LANDSTR SCHIFFER, German str., 1,012, July—Bangkok and Swatow 21st July, General—Kin Tye Loong.
LIGHTNING, British str., 2,122, E. P. Smith, 30th July—Singapore 24th July, General—David Sasseen & Co.
MACHEN, German str., 996, R. G. Willson, 29th July—Bangkok 18th July, Rice and Teak—Butterfield & Swire.
MADELINE RICKMERS, German str., 2,956, J. Schmitz, 26th July—Morocco 20th July, Coal—Bradley & Co.
PHEUMEN, British str., 1,065, Jas. Scott, 30th July—Saigon 25th July, General and Rice—Wo Fa Sing.
PRINZ WALDEMAR, German str., 1,737, Fr. Jucker, 23rd July—Sydney 6th July, General—Mulchers & Co.
SI-KIANG, French str., 615, E. de Catalano, 30th July—Haiphong 28th July, General—Messageries Maritimes.
SPIR, Norwegian str., 871, W. Horn, 29th July—Norwobang 20th July, General and Hesnard, Thorson & Co.
ST. ALBANS, British str., 4,118, W. G. Meulden, 29th July—Sydney 8th July, General—SUNGKANG, British str., 367, H. Mathias, 30th July—Haiphong and Hoihow 29th July, General—Butterfield & Swire.
TIJHODA, Dutch str., 2,953, Jurriansen, 29th July—Amoy 27th July, General—Java-China-Japan Line.
TYDEB, British str., 4,799, T. Chimes, 30th July—Kota 16th and Foochow 23rd July, General—Butterfield & Swire.
YOCHOW, British str., 29th July—Canton.

DEPARTURES

29th July.
AMBIA, German str., for Shanghai.
CHONGMING, British str., for Swatow.
HAITAN, British str., for Swatow.
HIOHOW, British str., for Canton.
KOBISCHANG, German str., for Hoihow.
KWANTUNG, Chinese str., for Shanghai.
KWEIJIN, British str., for Shanghai.
LOONKANG, British str., for Manila.
PAHLAT, German str., for Swatow.
SEKTA, German str., for Swatow.
SINGAN, British str., for Hoihow.
TENYO MARU, Japanese str., for Keelung.
TIPANAS, Dutch str., for Batavia.
30th July.
ANAM, British str., for Haiphong.
CHINHUA, British str., for Shanghai.
CITY OF COLOMBO, British str., for Whampoa.
DAIGI MARU, Japanese str., for Sywon.
GREGORY APCAR, British str., for Singapore.
ICHANG, British str., for Taingtan.
KNIGHT COMPANION, British str., for Europe.
KWONGSUNG, British str., for Shanghai.
LIVEWOOD, German str., for Saigon.
PHUIN WALLEMAR, German str., for Kobe.
SCHUVILLE, British str., for Moji.
SONNU MARU, Japanese str., for Aping.
ST. ALBANS, British str., for Shanghai.
TELEMACHUS, British str., for Saigon.
YOCHOW, British str., for Hoangay.

SHIPPING REPORTS.

The British str. *Pheumehn* reports: Light S.W. to S.E. winds and fine throughout.
The British str. *Dervent* reports: Left Cebu, moderate breeze and falling glass on the 24th, turned in to Maricles Bay for shelter, strong gale and high seas, on the 26th left Mariles, fresh breeze and rough sea, weather and sea moderating.

PASSENGERS ARRIVED.

Per *Tijhoda*, from Amoy, Mr. Berger.
Per *Lightning*, from Calcutta, &c., Mr. Nicholson.

Per *Mackay*, from Bangkok, &c., Messrs. W. Fraser and B. O'Gorman.

Per *Croshun Maru*, from Sydney for Manila, Mr. W. F. Cory, Dr. H. Wuppermann and Miss Gladys Young; for Hongkong, Mrs. C. E. Addy, Mrs. S. A. Kinney, Miss Bernadine and Mr. H. A. Howell; for Yokohama, Mr. and Mrs. Battar; from Rabaul for Yokohama, Mr. Stolle; for Hongkong, Mr. Smit, Mr. Holt and Mr. Krone; from Manila for Hongkong, Mr. E. C. Julian and son, Mr. Henry Chandler, Mr. Alfredo Ascione, Mr. Hamid Karim, Mr. Sabatino Gadol and Mr. Rafael Gado.

Per *S. I. Albon*, for Hongkong: from Sydney, Miss Harrison, Mr. S. G. Frost, Mr. O. F. Werner, Mr. E. Cooper; from Timor, Capt. and Mrs. C. V. Andrade and daughter, Miss H. Hanezes, Mr. A. Cardoso, Mr. A. C. Granado, Sgt. L. A. Melles; from Manila, Mr. J. R. McLaughlin, Mr. C. A. Pass, from Melbourne, for Shanghai, Miss Fyffe, Miss. V. Danvers, Miss Rothschild, Miss Cooper; from Sydney, Mr. O. Burgess; from Manila, Mrs. Archibron, Mr. W. McMurray; from Sydney for Kobe, Dr. and Mrs. Buick, Mr. J. Anderson, Mr. M. Coursen, Mr. and Mrs. N. Sheehan and son; from Brisbane, Mr. Koniyama, Mr. H. Ogawa; from Sydney for Yokohama, Capt. and Mrs. Hill.

DEPARTED.

Per *Tenyo Maru*, for San Francisco, Miss K. Anderson, Miss M. Anderson, Mr. K. Atayashi, Mrs. G. Bingham, Mr. F. R. Button, Miss E. Baily, Mr. W. T. Penn, Mr. S. Forrester, Mr. L. D. Heins, Mr. H. L. Helm, Mr. T. Hasegawa, Miss E. M. Dyer, Mr. H. W. Sayer, Mr. P. Ellement, Mr. L. Schleissner, Mrs. Kobayashi and infant, Mr. and Mrs. S. Jebb, Mr. Koran, Mr. P. Lavaud, Mr. W. M. Law, Mrs. J. S. Madin, Capt. C. L. Pitney, Mrs. E. Morris, Mr. and Mrs. A. D. Pandee, Mr. S. D. Setna, Mr. W. Smith, Mr. H. F. Stoneham, Mrs. A. L. See and Dr. Tubble.

STEAMERS PASSED THE CANAL

June 27th—*Ambray*, *Astyanax*, *Carmarthenshire*, *Hirano Maru*, *Meinan*, *Nekkar*, 30th—*Pelus*, *Eocora*, July 4th—*Bendoran*, *Glenurk*, *Sinatra*, 7th—*Satsuma*, *Tourane*, *Afghan*, 11th—*Himalaya*, *Hyam*, *Moune*, *Oopack*, *Tango Maru*, *Alisia*, *Vorwoert*, 14th—*Braemar*, *Kintuck*, *Myrmidon*, *Piskaray*, *Sardis*, 18th—*Boreas*, *Nile*, *Prinz Ludwig*, *Welsh Prince*, 21st—*Idoncruus*, *Kamo Maru*, *Polymerion*, 25th—*Glencairn*, 28th—*Macau*, *Scandia*, *Sunda*, *Indra*, *Rheinfels*.

ARRIVALS AT HOME

July 26th—*Atsuta Maru*, China, Kawasaki
Maru, *Monmouthshire*, *Munaster Castle*, Prinz
Eitel Friedrich.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP.	PEMBROKESHIRE	Brit. str.	W.	W. Barrett	JARDINE, MATHEWS & CO., LTD.	On 2nd Aug.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO.	On 5th Aug., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	k. w.	R. A. Peters	P. & O. S. N. CO.	About 10th Aug.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SCOOVIA	Gen. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 12th Aug.
ROTTERDAM & HAMBURG, VIA STRAITES &c.	BRIEGAVIA	Gen. str.	k. w.	Girstenbrinck	HAMBURG-AMERICA LINE	On 23rd Aug.
HAVRE, BREMEN & HAMBURG, &c.	SZIAZ	Gen. str.	k. w.	Faess	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG VIA STEAITS, &c.	LIBERTA	Gen. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	On 9th Aug.
HAVRE, HAMBURG & ANTWERP, &c.	SAIXONIA	Gen. str.	k. w.	T. Stohr	HAMBURG-AMERICA LINE	On 13th Aug.
MAESSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	k. w.	F. E. Cope	NIPPON YUSEN KAISHA	On 2nd Aug., at D'light
MARSELLES, HAVRE & HAMBURG, &c.	SILESTA	Gen. str.	k. w.	Koess	HAMBURG-AMERICA LINE	On 21st Aug.
TRISTE, &c., VIA SINGAPORE, &c.	NIPON	Aus. str.	k. w.	Tambochia	SANDERS, WIELER & CO.	On 26th Aug., P.M.
LUETZOW	—	Gen. str.	k. w.	J. Bartfeldt	MULCHERS & CO.	On 9th Aug., at Noon.
SIKH	—	Brit. str.	—	Jas. Findlay	DODWELL & CO., LTD.	About 16th Aug.
OTTERIC	—	Brit. str.	—	—	THE BANK LINE, LIMITED	On 4th Aug.
—	—	1 m.	—	W. Davison	CANADIAN PACIFIC E. CO.	On 12th Sept., at 5 P.M.
—	—	2 m.	—	—	CANADIAN PACIFIC R. CO.	On 9th Aug., at 11 A.M.
—	—	—	—	—	CANADIAN PACIFIC R. CO.	On 15th Aug., at 3 P.M.
—	—	—	—	—	OSAKA SHOSEN KAISHA	On 12th Sept., at 4 P.M.
—	—	—	—	—	NIPPON YUSEN KAISHA	On 22nd Aug., 11 A.M.
—	—	—	—	—	PACIFIC MAIL S.S. CO.	On 4th Aug., of 11 A.M.
—	—	—	—	—	PACIFIC MAIL S.S. CO.	On 11th Aug., at 1 P.M.
—	—	—	—	—	TOYO KAISEN KAISHA	On 18th Aug., at Noon.
—	—	—	—	—	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
—	—	1 m.	—	—	MELCHERS & CO.	On 12th Aug., at 4 P.M.
—	—	—	—	—	BUTTERFIELD & SWIRE	On 17th Aug., 4 P.M.
—	—	—	—	—	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
—	—	—	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
—	—	—	—	—	NIPPON YUSEN KAISHA	On 3rd Aug., at 11 A.M.
—	—	—	—	—	YEDDO	Quick despatch.
—	—	—	—	—	TOYOKAWA	On 15th Aug., at Noon.
—	—	—	—	—	JAVA-CHINA-JAPAN LINE	About 20th Aug.
—	—	—	—	—	TOYOKAWA	On 2nd Aug., at Noon.
—	—	—	—	—	GILMAN & CO.	On 2nd Aug., at Noon.
—	—	—	—	—	JARDINE, MATHEWS & CO., LTD.	To-morrow, at 4 P.M.
—	—	—	—	—	BUTTERFIELD & SWIRE	On 3rd Aug., at D'light
—	—	—	—	—	NIPPON YUSEN KAISHA	On 3rd Aug., at 4 P.M.
—	—	—	—	—	W. Robertson	On 5th Aug.
—	—	—	—	—	H. Nomura	On 9th Aug., at Noon.
—	—	—	—	—	H. Powell	On 2nd Aug.
—	—	—	—	—	M. Courtney	On 3rd Aug., at 4 P.M.
—	—	—	—	—	J. B. Harris	On 5th Aug.
—	—	—	—	—	OLOF WIJ & CO., LTD.	On 5th Aug.
—	—	—	—	—	MELCHERS & CO.	On 5th Aug., at M'night
—	—	—	—	—	HAMBURG-AMERICA LINE	On 9th Aug., at Noon.
—	—	—	—	—	—	About 9th Aug.
—	—	—	—	—	—	About 10th Aug.
—	—	—	—	—	—	About 24th Aug.
—	—	—	—	—	—	Quick despatch.
—	—	—	—	—	—	On 2nd Aug., at 10 A.M.
—	—	—	—	—	—	To-morrow, at Noon.
—	—	—	—	—	—	On 4th Aug., at 1 P.M.
—	—	—	—	—	—	To-morrow, at 4 P.M.
—	—	—	—	—	—	On 5th Aug., at 2 P.M.
—	—	—	—	—	—	On 5th Aug., at 4 P.M.
—	—	—	—	—	—	On 10th Aug., at 4 P.M.
—	—	—	—	—	—	On 12th Aug., at 2 P.M.
—	—	—	—	—	—	On 8th Aug.
—	—	—	—	—	—	On 8th Aug., at Noon.
—	—	—	—	—	—	Quick despatch.
—	—	—	—	—	—	Middle of Aug.
—	—	—	—	—	—	On 19th Aug., at Noon
—	—	—	—	—	—	On 2nd Aug., in 9 A.M.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM</

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	D'light 3rd Aug.	Freight and Passage
LONDON VIA USUAL PORTS	DELHI	Noon 5th Aug.	See Special Advertisement
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. C. C. Talbot, R.N.E.	About 10th Aug.	Freight and Passage
LONDON AND ANTWERP VIA SINGAPORE, PE	SYRIA	About 10th Aug.	Freight and Passage
SARDI and MARSEILLES	Capt. R. A. Peters,		
SHANGHAI, MOJI, KOBE, SUNDA and YOKOHAMA	Capt. H. G. Evans, R.N.E.	About 24th Aug.	Freight and Passage

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Oct. 12th, Noon.
TENO MARU	21,000	E. Bent	FRIDAY, July 13th, Noon.

* Triple Screws, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer "NIPPON MARU" will be despatched for SAN

FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKO-

CHI, SHIMIZU, YOKOHAMA & HONOLULU, on FRIDAY, 18th August, at

Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO and MANZANILLO, Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS)

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Togo	TUESDAY, Aug. 16th, Noon.
UYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinckum	WEDDAY, Dec. 13th, Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

Fares from HONGKONG

to SAN FRANCISCO	£ 45-0-0	Single
NEW YORK	£ 60-0-0	"
LONDON	£ 71-10-0	"
"	£ 120-0-0, Return 6 Months	"
"	£ 125-0-0	24 "
SALINA CRUZ or MANZANILLO	Yen 420.00	Single
" VALPARAISO	Yen 570.00	"

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Government of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Government of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificently appointed steamers are most up-to-date and luxurious in every way. Excellent

cuisine and accommodation.

"KIYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO	"HUICHOW"	On 1st Aug., Noon.
TIENTSIEN, NEWCHIANG	"NANCHANG"	On 1st Aug., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 1st Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Aug., 4 P.M.
MANILA, CEBU and ILOILO	"CHENAN"	On 5th Aug., 4 P.M.
DAY ISLAND, COOKTOWN	"TAMING"	On 8th Aug., 4 P.M.
CAIENS, TOWNSVILLE, BRIS-	"TAIWAN"	On 17th Aug., 4 P.M.
BAINE, SYDNEY & MELBOURNE	"S. LINTAN" and S.S. "SANUI."	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAI FONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, £45 SINGLE and £60 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 31st July, 1911.

[10]

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WEDDAY, 9th Aug., at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WEDDAY, 6th Sept., at 11 A.M.
"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.	
"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.	
"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.	
"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.	

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin Passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR STEAMERS LEAVES

FOOCHOW VIA SWATOW "CHOSHUN MARU" WEDDAY, 2nd Aug., at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$20.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772/78

With Option of rail between Steamers' Calling Ports in Japan.

Further Information, apply to—

14-40 T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East—16, DES VIEUX ROAD, HONGKONG.

SHANGHAI: 23, Poochow ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINESE OFFICE—GUDGATE CIRCUS, LONDON, E.C.

756

CHINESE OFFICE—GUDGATE CIRCUS, LONDON, E.C.

124

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	SAFING DATES

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PET. WILH. KROMMES
ELBERFELD.
SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 28th July, 1911.

C. G. BODEN & SOHNE,
GROSSROHRSDORF, i/sa.
BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 28th July, 1911.

Hoehl Extra Dry
gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 28th July, 1911.

[670-22]

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The R. M. s.s. "Empress of China" having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 21st inst. from Vancouver has been transferred to the N. D. L. Mai steamer "Lelizot", which is expected to arrive here about the 8th August.

The Armand Belic, with the Siberian Mail, is due to arrive here to-day.

The Tourane, with the French Mail, left Saigon on Friday, the 28th instant, at 6 a.m., and is expected to arrive here to-day.

FOR	PER	DATE	
Shanghai, Yokohama and Kobe...	St. Albans	Monday, 31st, 10.00 A.M.	
Macao	Sui Tai	Monday, 31st, 1.15 P.M.	
Shanghai, Nagasaki, Kobe and Yokohama	Tourane	Monday, 31st, 5.00 P.M.	
SIBERIAN MAIL TO EUROPE			
Swatow, Weihaiwei, Chefoo and Tientsin-Kobe and Yokohama	Huichow		
Kobe and Yokohama	Yucata Muru		
EUROPE, &c., INDIA VIA TUTICORIN.			
Late Letters 11.00 to NOON. Extra Postage 10 cents.			
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail)	Armand Belic		
Swatow, Amoy and Foochow	Hainan		
Macao	Sui Tai		
Manila, Cebu and Iloilo	Aafong		
Manila, Cebu and Iloilo	Rubi		
Tsingtao and Newchwang	Nanchang		
Singapore, Penang and Colombo	Kitano Asami		
Fort Edward and Haiphong	Siklang		
Macao	Sui Tai		
Tientsin	Chipping		
Batavia, Cheribon, Samarang and Sourabaya	Tibodas		
Macao	Sui Tai		
Shanghai	Anhui		
Shanghai	Choyezeng		
SIBERIAN MAIL TO EUROPE	Persia		
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Kumano Maru		
Manila (Taking Mails for Cebu and Iloilo)	Sui Tai		
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Haiching		
Macao	Yuensang		
Swatow, Amoy and Foochow	Sui Tai		
Manila	Chenan		
Taking Mail for Cebu and Iloilo	Minnesota		
Macao	Footsong		
SIBERIAN MAIL TO EUROPE	Kutisang		
Keeling, Nagasaki, Kobe, Shimiden, Yoko-hama, and Seattle	Taming		
Shanghai, Kobe and Moji	Wednesday, 9th,		
Singapore, Penang and Calcutta	Printed Matter and Samples		
Manila, Cebu and Iloilo	Registration... 10.00 A.M.		
EUROPE, &c., INDIA VIA TUTICORIN	Registration... 10.00 A.M.		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Letters... 10.00 A.M.		
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKO-HAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	Friday, 4th, 10.00 A.M.		
Korea			
Singapore, Penang and Bombay	Friday, 4th, 1.15 P.M.		
Manila (Taking Mails for Cebu and Iloilo)	Friday, 4th, NOON		
Europe, &c., India via Tuticorin	Saturday, 5th, 1.00 P.M.		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Saturday, 5th, 1.15 P.M.		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Registration... 5.00 P.M.		
Keeling, Nagasaki, Kobe, Shimiden, Yoko-hama, and Seattle	Letters... 5.00 P.M.		
Shanghai, Kobe and Moji	Sunday, 6th, 9.00 A.M.		
Singapore, Penang and Calcutta	Tuesday, 8th, 11.00 A.M.		
Manila, Cebu and Iloilo	Tuesday, 8th, 11.00 A.M.		
EUROPE, &c., INDIA VIA TUTICORIN	Wednesday, 9th,		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Printed Matter and Samples		
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Shanghai, Kobe and Moji	(Registration, with late fee of 10 cents, up to 11.30 A.M.)		
Singapore, Penang and Calcutta	Registration, Kowloon B.O. ... 11.00 A.M.		
Manila, Cebu and Iloilo	No late fee.		
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